

## Abstract

A method and device for controlling an internal combustion engine are described. A first quantity characterizing the actually injected fuel amount and a second quantity  
5 characterizing the desired amount of fuel to be injected are determined on the basis of performance characteristics. The first quantity is compared to the second quantity. This comparison is able to be used to define a first correction value for correcting a fuel amount and a second correction  
10 value for correcting an air amount. The first correction value is limited to a maximum value.